

BURNING OF THE WHITELAW.

Startling Night Scene of Grandeur, Pillage and Crime.

WRECKED PASSENGERS ROBBED

Incidents of the Fire—Pierce Snow Storm Was Raging When the Red Column of Flame Shot Wildly Toward the Sky—How the Men Struggled to Save the Vessel—Babel of Sounds on Board.

A scene of indescribable grandeur, of pillage and crime suggestive of the days of Capt. Kidd and the Spanish freebooters; of men fighting for their lives with thieves or battling against the flames that shot from the forward hatchway of the old wrecker in a crimson column towering toward the clouds above, was the burning of the Whitelaw in the harbor of Skagway March 4. The detailed story reached here on the Australia, which arrived last evening.

Against the dark, lowering sky the hull of the ancient wrecker was silhouetted—a mass of squalid black. Her keel was fast in the mud and she listed slightly toward the sea. On her decks were a half-dozen men, pacing gloomily up and down, cursing the fate that had befallen them since they left San Francisco weeks before, but thankful that the fire that had broken out in the hold of the ship the morning previous had been conquered before great damage had been done.

It was believed after the fire had burst out the second time that it had been burning for two days. When the flames were first discovered on the morning of March 4 the hatches were closed down tight and steam was turned into the hold where the flames were eating at the ship's vitals under a tremendous pressure. Every possible effort was made to smother the fire. When Capt. Lockyer believed that this had been done, he sent the first mate below in a diving suit. He entered the coal bunkers but found no fire there. There was no decrease, however, in the volume of smoke that poured out of the depths of the ship and struggled to get up and out into the open air.

Late in the afternoon it was believed that combustion had ceased from the smothering process that had been applied to the flames. Many of the passengers went ashore in small boats during the afternoon and others stayed aboard to pass the night, as they hoped, in comfort and safety. After darkness settled over the icy waters of the harbor, passengers and crew prepared to turn in, save those who remained on deck to watch for indications of another eruption of flame and fire.

Soon after dark a howling gale sprang from the north. It was icy cold. Through the rigging the wind whistled a hoarse and direful warning. Snow burdened the winds, but did not stop their fierce flight. The men on deck muffled themselves in their furs and oil skin sou-westeres. Without a premonition to the unfortunate passengers, with a roar terrible to hear, the flames burst suddenly into the engine room. The engineer on watch beat a hasty and terrified retreat. The gale, sweeping at a terrific rate over the companion way, created a vortex into which the flames and smoke poured in awful grandeur. The tower of fire rose instantly and seemed to envelop the whole ship. Men's hoarse cries of terror and fright, orders from the ship's officers and the lowing of the live stock, cooped up below in perilous proximity to the flames, combined in a babel of sound distinctly heard above the roar of wind and flames.

Three streams of water were turned into the hold and concentrated on the seething furnace of fire. The Whitelaw's powerful wrecking pumps, that had floated many a wrecked ship and breathed new life into many an abandoned craft, were brought into play against the force that was fast making the ship a hollow, useless hulk. But all to no purpose.

The Whitelaw's whistles wailed in vain for help as the passengers and crew set hurriedly, and frantically about the work of saving the cargo of provisions and live stock. It was soon apparent to the passengers that the ship would be totally destroyed, but Capt. Lockyer did not lose hope, and stubbornly fought to save his vessel. About 8 o'clock preparations were made to land the horses. A lighter was brought alongside and the horses were led on to it. Food and provisions were tumbled in miscellaneous fashion on board the barge.

Faster and faster the flames ate their way through bulkheads and piles of clothing, provisions and feed. Frantically the passengers sought to save part of their belongings, enough to at least protect them from the ravenous north winds and to keep them in food until they could recover from the disaster. Seeing that the fire was making such rapid headway, the passengers began heaving articles of all sorts overboard into the sea, for the tide to take them ashore. The wind increased in fury and below the decks there was a mighty furnace, momentarily threatening to engulf even the men on the decks.

Finally the deck cracked and crumbled in the teeth of the destroying monster in the hold. A dozen tongues of flame shot upward in a wild endeavor to greet the sky. The passengers appealed to the captain to let them have the ship's boats and carry as much of their outfit as possible to the shore. He refused and on the instant was surrounded by a desperate, panic-stricken mob of furious men.

Then came the order to abandon the ship. By this time, lured to the scene by the light of the flames, which illuminated the sea and shore for miles around, a crowd of nearly 300 men gathered on shore. The ship was surrounded by free-booters, thugs and thieves of all kinds in small boats, even as the passengers and crew scrambled down the sides of the vessel for their very lives. The thieves quickly set about to loot the cargo, much of which by this time was afloat in the sea. The free-

vage and swarmed around the blazing hull. They seemed bent on getting their hands on every bit of floating property in sight.

The passengers, crazed by their misfortunes, turned at bay and battled with the wreckers for their property. Knives were drawn and guns flashed in the light of the flames that now covered the entire deck. The weaker of the passengers were forced to stand by and see their property appropriated by the hungry thieves. Others fought with them over the possession of a bundle of clothing or an oilskin-covered side of bacon. So all through the night the battle raged at intervals and far into the forenoon.

It was at midnight that the last man deserted the Whitelaw. A few minutes later her decks were swept fore and aft by the eager flames. On the beach were thousands of the men and women of Skagway. The lawless element was in full force, standing in the front ranks of the onlookers of the dreadful spectacle, eager to give the ship and fire wrecked Argonauts a welcome with one hand and to rob them with the other.

Between the scowling faces of the thieves that infested the shore could be seen the rouge covered cheeks of the women of the demi-monde, who had left their dens in Skagway to watch the burning of the ship. As fast as one of the Whitelaw's unfortunates succeeded in piling up a small quantity of the precious stores some thief would forcibly seize it when its owner's back was turned. Pitched battles between the passengers and the thieves occurred at intervals all night or until the morning light drove the pirates to cover. Then, when day dawned, the people of Skagway saw the bars, blackened ribs of what was once the staunchest wooden ship afloat on the Pacific, sticking up out of the surf, bearing tragic testimony of the holocaust that had forever put an end to her. Sullen, determined looking men, soiled with soot and scorched with heat, paced the beach, many of them carrying a Winchester in the crook of their arms; others carrying a scowling Colt's revolver. Others again bore gleaming knives and those who were without arms of any kind protected their belongings with clubs.

One man was seen to get away just at dawn with two barrels of whisky, which it is said, comprised part of a big lot of spirits that had been smuggled aboard the Whitelaw at San Francisco. Bobbing in the water were all kinds and shapes of packages. These as fast as the incoming tide brought them to shore, were seized and carried high out of the reach of the waters.

It is little short of a miracle that not a life was lost. Had the flames broken out at sea there would be told another story—a close brother to the tale of the Clara Nevada.

Frank Bonds, second cook on the ill-fated steamer, was one of the men who returned yesterday on the Australia. He was aboard the steamer all the time, and gave the following statement to a Post-Intelligencer reporter:

"Luck seemed to be against our steamer during the entire trip, and we thank our lucky stars that it finally decided to destroy the Whitelaw in Skagway harbor instead of in the open sea. Over a hundred passengers took passage on the steamer from San Francisco, and to a certain extent it is due to the stubbornness of some of them that the ship burned, but that will come in later. Before we reached Cape Flattery the passengers began to make trouble. They were displeased with the grub and demanded that Capt. Lockyer put into Port Angeles and get fresh meat. This he finally consented to do.

"Fire was first discovered when we were crossing Queen Charlotte sound. Smoke was seen coming out of the fire room. The fire was finally located in the star-board bunker. We turned water in on the coal and soon put it out. In passing through one of the narrows above Vancouver harbor in a fog, we drifted off to the next high tide and reached Skagway at 4 o'clock on Friday morning, anchoring a half-mile off the wharf.

Two hours later the fireman came up out of the fire room and started everybody with the cry, 'The ship's on fire!' The firemen were sent into the bunker and, finding the coal hot, thought they had located the seat of the smoke. They turned the water into the bunker, but the smoke began to come out of the forward hatch. The thirty horses aboard had been stabled on the forward hatches. The crew could not get at the fire on account of the horses. The owners refused to allow the captain to throw them overboard, as he decided to beach the boat. After we had been on the beach some time the tug Mascot came along with a lighter and took off the horses. The passengers went ashore in small boats. The forward hatches were then taken up and water pumped in until there seemed to be no more fire. We took a rest, and that evening moved the hay and mattresses to a lighter, which had been tied up alongside.

"The captain and most of the crew went to sleep on the lighter. At 2 o'clock in the morning flames burst out through the engine room, and in a minute the ship was all ablaze. The hay on the lighter caught fire, and we had a great time getting it out. Two of the men who were sleeping aboard got off all right, but Tom Egan, one of the firemen, did not show up. He was sleeping away down in the fire room, and two of the men rescued him. He was so dazed with smoke that he did not know what he was doing. Then we cut loose from the steamer and floated away on the tide. The rest of the crew will come down on the Novo and South Coast. Capt. Lockyer remained at Skagway to take out the machinery. All of the outfit were lost."

ALMOST MET DEATH
Five of the Whitelaw's Passengers Meet With an Adventure.

SKAGWAY, March 1.—Five of the recent passengers of the ill-fated Whitelaw nearly lost their lives today in endeavoring to get some of the goods from the burning steamer. The fire burned everything down to high-water mark on the vessel, but some of the goods in the hold were only scorched and water-soaked. Today a lot of the passengers were about trying to dig up something of value from the hold. A fearful wind was blowing and the tide was rising. When they got ready to leave they found that there was no small boat to go ashore to.

Their cries attracted the attention of several men on the shore who attempted to reach them in the face of the gale. Two boats were upset in trying to get out to the wreck. Considerable time was lost in this way while the tide rose higher and higher and the waves were driving furiously over the five men. Finally Charles Mack, an old Astoria fisherman, strove to save the perishing men. By supreme effort he gained the side of the wreck and took off the men and brought them ashore.

CHARGED WITH PIRACY.

Captain of the Bark Canada and Her Crew Under Arrest.

WILD STORY FROM THE NORTH.

Canada Abandoned by Her Crew and Picked Up as a Derelict by the Captain of the Little Mail-boat Colman—Bloody Fight Between the Two Crews and a Sensational Ending of the Affair.

A case of alleged piracy on the high seas and of an armed attack on a United States mailboat is reported from Dyea. Advice from that place under date of March 5, per steamer Australia, tell the story of the wreck of the bark Canada, filled with lumber and merchandise; of her abandonment by her officers, her capture as a derelict by Capt. Piper, of the little mail steamer Colman and of a subsequent battle with revolvers for her possession between the captain and crew of the Canada and the skipper of the Colman.

Capt. Piper, of the Colman, was unable to force ten armed men off the Canada, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

MONITOR

...STEEL... RANGES

Have an **Unlimited Guarantee**

SEE 5-CENT WINDOW.

Spelger & Huribut.

1115-1117 Second Avenue.

The least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Again the captain of the Colman sought to make fast to his prize, and again the line was cut. Then, determined to recover his own, Capt. Piper essayed to board the Canada. As he came alongside, the skipper of the bark climbed to the rail and, flourishing his revolver, shouted: "I'll shoot the first man that steps aboard." With that he discharged the gun full at the Colman.

The Colman is not an armored cruiser, but after securing papers, libeling the least put out at this show of hostility. Capt. Piper threw a line to the Canada to tow her off. In an instant an ax wielded by one of the Canada's crew severed the hawser.

Bring on Your Next!

Our Nails Are Always Ready, as Our Goods Are Unquestionable.

Did you hear him squeal?

We beg pardon for treading on his corns.

Dressed in Highland Garb, his hands went up in holy horror. He confined himself not to the truth when confronted by

RUSSELL'S EMPRESS CREAM

Take another dose, friend. He said it contained a preservative and was not pure cream. Read this:

C. E. BOGARDUS,
Assayer and Chemist. City Chemist.

60 Columbia St., Seattle, Wash.



SEATTLE, FEB. 21, 1898.

MR. C. FRED LAMONT, 6 COLMAN BLOCK, CITY:

DEAR SIR—The results of my analysis of the can of Russell's Empress Natural Cream left with us are as follows:

TOTAL SOLIDS	30.17 per cent.
BUTTER FAT	22.12 per cent.
CASEIN, MILK SUGAR, ETC.	8.05 per cent.
ASH	0.51 per cent.

It is PURE CREAM and HIGH GRADE, being HIGHER IN FAT THAN MOST FRESH CREAM you buy. There are NO PRESERVATIVES or ADULTERATIONS.

Respectfully, [Signed] C. E. BOGARDUS.

Another Lie Nailed.

OUR HIGHLAND FRIEND said it would freeze and burst. All genuine pure cream will freeze—but it won't be impaired by freezing, and we can safely guarantee it NOT TO BURST, as we have several witnesses to the fact that it has been submitted to a temperature 22 degrees below freezing—frozen solid—and did not burst, nor was its quality impaired.

Russell's Empress Cream

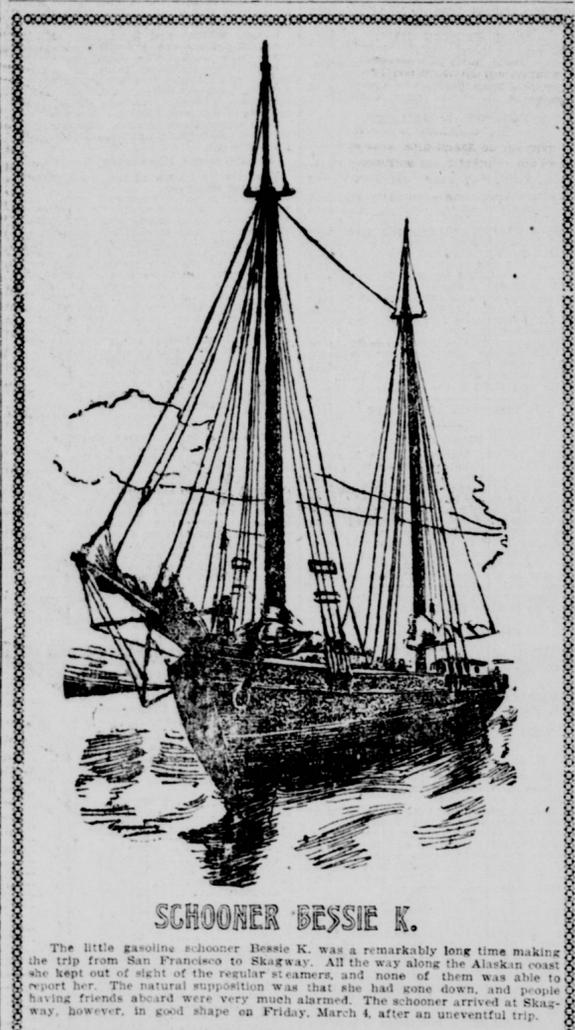
The Only Pure Cream.

The Only One You Can Churn Butter From. Used Exclusively by Palace Hotel, San Francisco.

Purchase a Dime Can for Trial.

SEE IT DEMONSTRATED AT

- Z. C. MILES CO. 122 Yesler Way
- CONNER BROS. 720 Second Avenue
- GOING-NORTHRUP CO. 804 First Avenue
- LOUCH, AUGUSTINE & CO. 817 First Avenue
- ABBE, PFAFF & CO. Cor. Second Avenue and Pike Street
- SEATTLE TRADING CO. 116 First Avenue South



SCHOONER BESSIE K.

The little gasoling schooner Bessie K. was a remarkably long time making the trip from San Francisco to Skagway. All the way along the Alaskan coast she kept out of sight of the regular steamers, and none of them was able to report her. The natural supposition was that she had come down, and people having friends aboard were very much alarmed. The schooner arrived at Skagway, however, in good shape on Friday, March 4, after an uneventful trip.

ship, he swore out warrants for the arrest of Capt. "John Doe," of the Canada, and his ten men, charging them with piracy and attempted manslaughter.

The wreck of the Canada, loaded with lumber, coal and general merchandise in Lynn canal, has already been fully told by the Post-Intelligencer. The ship was blown on the rugged shore of Lynn canal directly across from Dyea. There she was, it is stated, abandoned by her captain and crew.

One morning a few days later the Canada was nowhere in sight. A high tide, compelled with a stiff wind from the north, were causes that impelled the Canada to go out sailing masterless, and she was blown hither and thither without regard to depth of the water or the rocks that jut out from either shore.

It was while the ship, laden with her valuable cargo, was drifting before the wind that the little steamer Colman, on one of her regular trips from Juneau to Dyea, passed the Canada. Capt. Piper, perceiving that the vessel had been abandoned, drew up alongside, and throwing a hawser aboard the bark towed her to Pyramid harbor and beached her. He left three men in charge of the Canada, one of them being Engineer Daniels.

Crowding on all steam the Colman hastened to Juneau, where libel papers were taken out and sent to Sitka. Then Capt. Piper returned to his prize, with much the same feeling of pride and gratification that a Klondiker superintends his spring clean-up. On approaching the ship, he found that instead of three men there were a dozen on the deck of the vessel, and in front of them was the skipper of the bark, flashing a shining revolver over her bows.

It seems that the captain, hearing that the Canada had been seized and towed to a place of safety, hired a crew of men, and boarding her, captured her from Engineer Daniels and his two assistants after a short but decisive battle.

It was about three hours after her capture that Capt. Piper came alongside the Canada in the Colman. He was met with the stern command, "Keep off!" Not in

and Capt. Piper, realizing this, sheered off and headed for Dyea. There he swore out papers charging the captain of the Canada and his crew with piracy on the high seas and attempted manslaughter.

The warrants were placed in the hands of Marshal Cuddehe, and he proceeded to the Canada and served them without difficulty. At last accounts the Canada was in the possession of Capt. Piper.

THE DUNLAP HAT.
Style, economy, good form. Cheasty's Hatters, 2nd and 3rd, Seattle, Wash.

MILLINERY opening at Graham's today.

CASORIA
The finest quality of *Casoria* is on every street.

PARTIES bound for Alaska should take at least twenty dollars in silver quarters, halves and dollars along with them, as it is very scarce in that country and the inability to make exact change frequently results in extortion on the part of pedlers, boatmen and others, often resulting in compelling parties to pay from fifty cents to two or three dollars in excess of regular rates.

Alaska Hardware,

Alaska Stoves,

Fishing Tackle.

Going-Northrup Co.,

804 FIRST AVE.